

**Amendments to the Specification**

**Please replace the paragraph beginning at page 1, line 23 of the substitute specification (filed September 24, 2008), with the following rewritten paragraph:**

Crankshaft 10 includes main shaft 11 to which rotor 3 is press-fitted and fixed and eccentric shaft 12 formed eccentric to main shaft 11. Inside main shaft 11, oil pump 13 is housed and an opening portion of oil pump 13 is disposed in oil 6. Block 20 provided at the upper side of motor element 4 has cylinder 21 having a substantially cylindrical shape and bearing 22 for supporting main shaft 11. Piston 30 is inserted into cylinder 21 of block 20-a, ~~is capable~~ of reciprocating sliding, and is coupled to eccentric shaft 12 via connecting means 41.

**Please replace the paragraph beginning at page 9, line 18 of the substitute specification (filed September 24, 2008), with the following rewritten paragraph:**

In general, when piston 140 is in the vicinity of the top dead center, the inside of cylinder 131 becomes high pressure due to a compressed refrigerant, so that a refrigerant gas is about to leak from between cylinder 131 and outer circumferential surface 150 of the piston. At this time, by compression load generated inside cylinder 131, via piston pin 142 and connecting rod 146, crankshaft 110 is pressed toward a direction opposite to the piston and may be inclined. When crankshaft 110 is inclined, piston 140 may be inclined in the vertical direction with respect to cylinder 131, thereby forming a part in which space between cylinder 131 and outer circumferential surface 150 of the piston may be broadened. As a result, leakage of a refrigerant gas from the part may be accelerated. Furthermore, the inclination of piston 140 may deteriorate the lubricant state between piston 140 and cylinder 131 and may increase sliding noise.